

Coast Guard, DHS

§ 167.350

167.252. The geographic coordinates in §§167.251 and 167.252 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

§ 167.251 In the approaches to the Cape Fear River: Precautionary area.

A precautionary area is established bounded by a line connecting the following geographical positions: from 33°47.65' N, 78°04.78' W; to 33°48.50' N, 78°04.27' W; to 33°49.53' N, 78°03.10' W; to 33°48.00' N, 78°01.00' W; to 33°41.00' N, 78°01.00' W; to 33°41.00' N, 78°04.00' W; to 33°44.28' N, 78°03.02' W; then by an arc of 2 nautical miles radius, centered at 33°46.03' N, 78°05.41' W; then to the point of origin at 33°47.65' N, 78°04.78' W.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

§ 167.252 In the approaches to the Cape Fear River: Traffic separation scheme.

(a) A traffic separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
33°44.94' N	78°04.81' W.
33°32.75' N	78°09.66' W.
33°34.50' N	78°14.70' W.
33°45.11' N	78°04.98' W.

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
33°32.75' N	78°05.99' W.
33°44.38' N	78°03.77' W.

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
33°36.22' N	78°18.00' W.
33°46.03' N	78°05.41' W.

NOTE TO §167.252: A pilot boarding area is located inside the precautionary area. Due to heavy ship traffic, mariners are advised not to anchor or linger in the precautionary area except to pick up or disembark a pilot.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

ATLANTIC GULF COAST

§ 167.350 In the approaches to Galveston Bay Traffic Separation Scheme and precautionary areas.

(a) An inshore precautionary area bounded by a line connecting the following geographical positions:

Latitude	Longitude
(1) 29°18.10' N	94°39.20' W
(2) 29°16.10' N	94°37.00' W
(3) 29°18.00' N	94°34.90' W
(4) 29°19.40' N	94°37.10' W
(5) 29°19.80' N	94°38.10' W

(b) A traffic separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
(6) 29°17.13' N	94°35.86' W
(7) 29°09.55' N	94°25.80' W
(8) 29°09.41' N	94°25.95' W
(9) 29°17.00' N	94°36.00' W

(c) A traffic lane for inbound (northwesterly heading) traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
(3) 29°18.00' N	94°34.90' W
(10) 29°11.20' N	94°24.00' W

(d) A traffic lane for outbound (southeasterly heading) traffic is established between the separation zone and line connecting the following geographical positions:

Latitude	Longitude
(2) 29°16.10' N	94°37.00' W
(11) 29°07.70' N	94°27.80' W

(e) An offshore precautionary area bounded by a line connecting the following geographical positions:

Latitude	Longitude
(11) 29°07.70' N	94°27.80' W
(12) 29°06.40' N	94°26.20' W
(13) 29°06.40' N	94°23.90' W
(14) 29°09.10' N	94°20.60' W
(10) 29°11.20' N	94°24.00' W

NOTE: A pilot boarding area is located near the center of the inshore precautionary area.